

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Rumania	REPORT NO.	
SUBJECT	Rumanian Aircraft Repair Facilities and Aircraft Manufacturing Activities	DATE DISTR.	3 June 1953
DATE OF INFO.		NO. OF PAGES	5 25X1A
PLACE ACQUIRED		REQUIREMENT NO.	
	25X1A	REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
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Rumanian Aircraft Repair Shops

1. ARMV No. 1 Aircraft Repair Shops (Ateliere Reparatii Material Volant) at Bucharest/Pipera Airfield (4429N-2607E):
 - a. These repair shops were evaluated second best in Rumania. Those at ARMV No. 2, Stalin Airfield (4541N-2537E), were considered best. Since 1 January 1952, these repair shops have been subordinate to the RumAF Command Headquarters (Comandamentul Fortelor Aeriene Militare-CFAM); prior to that date, they were subordinate to the Ministry of Industry. The Rumanian Air Force (RumAF) officers responsible for these shops were, as of March 1952, Maj. Dumitru Popa and Maj. (fnu) Radovici. Maj. Popa was considered the top air force engineering officer.
 - b. As of March 1952, ARMV No. 1 had been at its present location since the Spring of 1951, at which time its machinery and personnel were moved to Bucharest/Pipera Airfield from Bucharest/Cotroceni Airfield (4426N-2603E).

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- c. ARMV No. 1 was known as Dinamo Aircraft Repair Shops from 1948-1951 and as ASAM (Atelierele Subsecretariatului Aviatiei Militare), Workshops of Military Aviation Sub-Secretariat, Aircraft Repair Shops from 1945-1948, both at Bucharest/Cotroceni Airfield.
- d. ARMV No. 1 serviced military single- and twin-engine aircraft from the Bucharest region and engaged in periodic and/or major engine overhaul and fuselage repairs. I would estimate that 250 civilian workers were employed at ARMV No. 1. ARMV No. 1 was not known to engage in any aircraft production.

2. ARMV No. 2 Aircraft Repair Shops at Brasov Airfield:

- a. I consider these shops the major and best-equipped aircraft repair shops in Rumania. As of March 1952, and since the Fall of 1950, the shops were located in the second and third hangars from the left on the northern boundary of Brasov Airfield. See Point #1, Enclosure A, this report, for pinpoint location of ARMV No. 2.

- b. The following machinery was available to ARMV No. 2:

2 Soviet lathes	1 Cylinder boring machine
3 Rumanian lathes	2 Valve grinding machines
3 German lathes	3 Electric polishing machines
1 Shaver	2 Portable air compressors

- c. Like ARMV No. 1, ARMV No. 2 has been subordinate to CFAM Hqs. since early 1952; prior to that date, it was subordinate to the Ministry of Industry. During the Fall of 1950, machinery and personnel for these repair shops were obtained from the SOVROMTRACTOR Plant on the south boundary of Brasov Airfield See Point #2, Enclosure A7, which, since 1947, had been engaged in tractor production. Prior to this date the plant was called the IAR (Industria Aeronautica Romana) Aircraft Factory, but had not produced aircraft since the end of World War II.

- d. The ARMV No. 2 engaged in major and periodic overhaul and fuselage repairs of single- and twin-engine equipment of the RumAF. It also engaged in small quantity aircraft production; it produced 25 single-engine trainers from 1950 to March 1952

- e. The military Commander of ARMV No. 2 was, in March 1952, Lt. Col. (fnu) STEFANESCU, who was assisted by four other officers. Engineer (fnu) MANICATIDE, a Rumanian national, was in charge of the fuselage and construction section. Engineer (fnu) GHEORGHIU, a Rumanian National, was in charge of the motors section.

- f. ARMV No. 2 was known to perform good work, since most of its employees had been with the IAR Aircraft Factory, Brasov, during World War II. ARMV No. 2 employed approximately 350 workers. It received necessary spare parts from Aviation Supply Depot No. 1 at Cristian 4538N-2529E.

3. Dinamo at Medias Airfield 4610N-2423E:

- a. These repair shops, which I consider second-rate, received their machinery from Bucharest/Cotroceni Airfield in the Spring of 1951, I believe, when the repair shops at Cotroceni were split to form ARMV No. 1 at Bucharest/Pipera and Dinamo at Medias. Dinamo engaged in the repair and overhaul of small aircraft. Most of the single-engine trainers were overhauled at Dinamo, the Focke-Wolf 58-B twin-engine trainer being the largest aircraft which could be handled.

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- b. I last saw these shops in the Winter of 1951-1952. At that time, I saw two or three PO-2's & Nardi's (Italian-built transition trainers) in the workshop and approximately 10 other small aircraft parked in front of the workshops and covered with canvas.

4. Aircraft Repair Trains:

- a. I know of the existence of Aircraft Repair Train No. 1 and Aircraft Repair Train No. 2 (Trenul Atelier No. 1 and No. 2) which were in operation during World War II and were still operating as of March 1952. I saw Aircraft Repair Train No. 1 during the Summer of 1950 while at Zilistea Airfield /4313N-2658E/, where it carried out minor aircraft repairs, and again in the Winters of 1950-1951 and 1951-1952 when the train was parked at Brasov Airfield carrying out no repairs.
- b. Train No. 1 was eight cars long; the cars were of the two-axle 24-to 28-ft. wooden type, with sliding doors. During peacetime, the train did not have a generator but utilized the Zilistea Airfield power supply. It never performed any major engine overhauls. It was staffed by 50 Air Force personnel which included 15 to 20 mechanics, 3 officers and 10 guards.
- c. In 1950, the cars were marked with the old RUMAF insignia, i.e., three concentric circles, the inner one red, the middle one yellow, and the outer one blue. The letters MAN (Ministerul Aparareii Nationale -- Ministry of National Defense) also appeared in white paint on the sides of the cars. In 1950 the Commander of Train No. 1 was a Major, whose name is unknown to me. I never saw Train #2 but know that it was in the Bucharest area.
5. Each air regiment of the RUMAF normally had repair facilities for minor fuselage repairs and 25- and 50-hour engine checks.

Rumanian Aircraft Manufacturing Activities

6. As of 13 March 1952, there had been no aircraft manufacturing or aircraft assembly activity in Rumania since 1946 other than the small quantity production of IAR-813 single-engine primary trainers at ARMV No. 2, Brasov Airfield.
7. The IAR Aircraft Factory in Brasov had produced aircraft since before World War II but stopped aircraft production in 1944 and never resumed it. During World War II, IAR was engaged in the assembly of ME-109 aircraft. From 1944 until 1950, an aircraft repair section was maintained at the site of the IAR factory, which was renamed SOVRUM-TRACTOR sometime in 1949. Machinery and personnel connected with this repair section were moved in the Summer of 1950 to the Brasov Airfield complex, on the northern side of the airfield, and assumed the name of ARMV No. 2 as of that date. IAR has engaged in tractor production since 1947.
8. The Rumanian Air Force Construction Company (Interprinderea Constructiilor Aviatia Romana -- ICAR) in Bucharest discontinued all aircraft production and assembly activities in 1946 and, to my knowledge, did not resume operations. ICAR had been in existence since before World War II and was believed to have absorbed, during the war, the "SET" /meaning of abbreviation unknown/ Aircraft Factory facilities.

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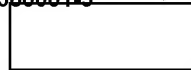
9. The major ICAR production facilities were located "near" the War College in Bucharest and assembly facilities were located in two hangars on the southwest corner of Bucharest/Cotroceni Airfield. These two hangars burned to the ground in 1946. At that time 25 to 30 Fiesler-Storch liaison craft were in the assembly process and were also completely destroyed.
10. Since 1946, ICAR has ceased all operations. It is believed that some personnel and the remaining ICAR machinery were absorbed by the ASAM Aircraft Repair Shops, Bucharest/Cotroceni, which, in 1948, were renamed Dinamo Aircraft Repair Shops, Bucharest/Cotroceni. In the Spring of 1951, these were split to form ARMV No. 1, Bucharest/Pipera Airfield, and Dinamo at Medias Airfield.

Enclosure A. Pinpoint of ARMV No. 2 and SOVROMTRACTOR in Brasov

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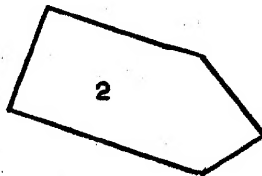
ENCLOSURE A

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4542N

2538E



4539N

2536E

Pinpoint of ARMY No. 2 and SOVRONTRACTOR in Brasov
TCC 0251-9993-25M; 1st Edition October 1951

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